

Appendix A

GENERAL INFORMATION ON BALTIMORE COUNTY ZONING CLASSIFICATIONS

	Zoning Classification	Summary
RESOURCE CONSERVATION	R.C.-2	Resource Conservation -- Agricultural Protection
	R.C.-3	Resource Conservation -- Deferral of Planning and Development
	R.C.-4	Resource Conservation -- Watershed Protection
	R.C.-5	Resource Conservation -- Rural-Residential
	R.C.-20	Resource Conservation -- Critical Area
	R.C.-50	Resource Conservation -- Critical Area-Agricultural
	R.C.C.	Resource Conservation -- Commercial
DENSITY RESIDENTIAL	D.R.-1, 2, 3.5, 5.5, 10.5 & 16	Density Residential -- for low, medium and high density urban residential area Numerical in each classification indicates maximum number of units permitted per acre. No standard minimum lot size is required.
	Density Unit	A measure of residential use based on dwelling-unit capacity, applicable in D.R.-16 and R.A.E. zones and in Unit Developments.
		An efficiency apartment..... = 0.50 density units
		1 bedroom dwelling unit = 0.75 density units
		2 bedroom dwelling unit = 1.00 density units
ELEVATOR APARTMENT	R.A.E.-1	Residence, Apartment, Elevator -- for mid-rise elevator apartment building development in designated town and community centers. <u>Forty density units</u> per acre.
	R.A.E.-2	Residence, Apartment, Elevator -- for high-rise elevator apartment buildings within designated town centers only. <u>Eighty density units</u> per acre.
OFFICE	R-O	Residential Office -- to accommodate house conversion to office buildings as of right; small conventional office buildings permitted by special exception.
	O-1	Office Building -- to accommodate medium-size conventional office buildings in areas along heavily travelled highways that are well served by public transit and are located near commercial centers.
	O-2	Office Park -- to provide selectively for development of a limited number of spacious well-landscaped office parks.
	O.T.	Office and Technology -- to permit employment-intensive office development in combination with certain high technology and residential development.
BUSINESS	B.L.	Business Local -- Small Scale Commercial Areas
	B.M.	Business Major -- Large Scale Commercial Areas
	B.R.	Business Roadside -- The Most Permissive Commercial Classification
MANUFACTURING	M.R.	Manufacturing Restricted -- the most restrictive industrial classification; may be granted only by the zoning petition process.
	M.L.R.	Manufacturing Light Restricted -- permits industrial plants and offices with convenient access to expressways to serve as industrial employment centers.
	M.L.	Manufacturing Light -- provides for light industrial uses such as assembly plants, processing, etc.
	M.H.	Manufacturing Heavy -- the most permissive industrial classification
DISTRICTS	--to further the purposes of zones; they are intended to provide greater refinement in land-use regulation (they appear only as a suffix to some of the above zones).	
	C.R. Commercial, Rural	C.S.A. Commercial, Supporting Area
	C.N.S. Commercial, Neighborhood Shopping	C.S.-1 Commercial, Strip-1
	C.C.C. Commercial, Community Core	C.S.-2 Commercial, Strip-2
	C.T. Commercial, Town-Center Core	I.M. Industrial Major

Appendix B

SITES LISTED ON THE MARYLAND HISTORIC TRUST INVENTORY

<u>Street Number*</u>	<u>MHT Site Number</u>	<u>Comments</u>
8772	BA-2430	REGESTER BUNGALOW. Bungalow with rock-faced concrete block walls. Well designed. Good condition.
8774	BA-2431	BANKS HOUSE. Colonial Revival, American Four-Square, hip-roofed house of rock-faced concrete block with prominent quoined corners. Well designed. Good condition.
8776- 8778	BA-2432	ROSSVILLE INN. The Rossville Inn, an older commercial building with jerkinhead roofing. Now covered with aluminum siding. Forms part of Rossville cluster.
9100	BA-2433	MOHR HOUSE. Northeast corner of Lennings Avenue and Philadelphia Road, an excellent red brick house in Victorian style with cross-gabled roof screened by evergreens. Also a board and batten stable.
9136	BA-2434	WALBECK HOUSE. Southwest corner of Lennings Lane and Philadelphia Road, a cross-gabled Victorian house with full-width front porch, now covered with blue aluminum siding. The cross gable forms a second story pavilion.
9222	BA-2435	SCHAMEL HOUSE. Large, two-story frame house with gable roofing, aluminum siding. Late Victorian or vernacular style with 1-over-1 double-hung sash windows. Inset entrance off full-width front porch. At southeast corner of Windsor Way. Excellent condition.

APPENDIX B (continued)

<u>Street Number*</u>	<u>MHT Site Number</u>	<u>Comments</u>
9304?	BA-2436	HOFFMEISTER-BARROW HOUSE. North-east corner of Windsor Way. Large L-shaped frame Victorian cross-gabled house, well back from road. Decorative porch rails. Fishscale shingles. Large white stable. Apparently the Charles Hoffmeister House of 1915 atlas.
9505	BA-2437	EAST HOUSE. Small frame house in vernacular style, three bays wide, with full-width front porch; gable roofing. Arched end-chimney on north end. Covered with green composition shingles. Fair condition. Just north of King Avenue. The J.B. East House of 1915 atlas, Plate 30.
9519	BA-2438	OLDE PHILADELPHIA INN. Large, colonial revival, hip-roofed. American Four-Square House converted to use as a bar. Ugly parking lot. Concrete block foundation. Wall covering is vertical blue aluminum. Fair condition. O.A. Frank's in 1915 atlas, Plate 30. (Tax Map 82, P160).
9719	BA-2439	NEISER HOUSE. Frame, boxy, vernacular or late Victorian house of 2-1/2 stories with full-width front porch. Large cross-gable. Cream colored composition shingles. Shown on F. Neiser's on "House Numbers" map.
9734	BA-2477	BUCK'S SCHOOL HOUSE. This frame school house was built about 1859 on a lot donated by Benjamin Buck, the owner of an inn called the Half-Way House that had been operated by his father. Mr. Buck was born, lived, and died in the

APPENDIX B (continued)

Street Number*	MHT Site Number	Comments
		<p>same house, reaching the age of 88 (<u>Maryland Journal</u>, January 5, 1878). The school was also called Poplar School No. 6, District 14, for the Poplar station on the B. & O. Philadelphia Extension rail line. The school was sold off as surplus property in 1937 and acquired for residential purposes by Allan L. and Caroline Corse Carter. The house is now painted green. The construction of I-95 caused Buck's School House Road to be cut in two and the part nearest the school is an abandoned remnant. Owner: Bernard Joseph Rolek.</p>
10000	BA-2440	<p>DUDNANSKI BUNGALOW. Opposite terminus of Mohr's Lane. Red, shingled bungalow with hip-roof, full-width front porch; gabled dormers. Good condition. Possibly shown in 1915 atlas, Plate 30, but unidentified.</p>
10004	BA-2441	<p>HOLTZNER HOUSE. Second house north of Mohrs Lane on west side. Frame, late Victorian house with a prominent pavilion combining 3rd floor dormer and entrance vestibule. Full-width front porch with rock-faced concrete block foundation. Main foundation of concrete. Deeds prove this was the site of the second toll gate of the Baltimore and Havre de Grace Turnpike Company. The lot was sold in 1894 to Mary Jane Brooks, the last tollgate keeper. The old dwelling was destroyed by fire. The present house was presumably built by John M. Holtzner after 1899, when he bought the lot from Mrs. Brooks for approximately</p>

APPENDIX B (continued)

<u>Street Number*</u>	<u>MHT Site Number</u>	<u>Comments</u>
		\$50. Possibly shown as unidentified rectangle on part of White Marsh Farm in 1915 atlas, Plate 30.
	BA-2442	DODGE DEALERSHIP. Frame, two-story commercial building of 1920s or 1930s still in use. The business was started as a repair garage in 1920s by Gilbert Smith, and expanded into Smith Motors, an auto showroom and dealership in the 1930s. Familiar sight on northwest corner of Cowenton Road and Route 7 just north of the terminus of Ebenezer Road.
10816	BA-2443	HOFFMAN HOUSE. First structure north of Dodge dealership, a rock-faced concrete block bungalow with hip roof and gabled dormers. Also a two-story garage to northwest. Good condition.
10822	BA-2444	SMITH HOUSE. Excellent, 2-1/2 story, Queen Anne style frame house with wrap-around porch on two sides, with white railing. Lunette windows in two gables. Bay windows front and side. Transom and sidelights over main door are opalescent glass. Three car garage. Shown on "House Numbers" map as Josephine Smith's. Good condition.
10828	BA-2445	ORTEL HOUSE. Well designed and well crafted shed-roofed bungalow of large proportions, built of rock-faced concrete block; set on high foundation. Full-width front porch with cast-concrete ballisters. Gable-roofed dormer. Shown as Ruth Ortel's on "House Numbers" map. Good condition.

APPENDIX B (continued)

Street Number*	MHT Site Number	Comments
10836	BA-2446	SURGY HOUSE. One-story bungalow, three bays wide, with hip roof. Foundation of rock-faced concrete block. Full-width front porch with modern wrought iron railings. Aluminum wall covering. Shown as Edward Surgy's on "House Numbers" map.
10848	BA-257	OLD GERST TAVERN. Believed to have been built shortly after laying out of the Baltimore and Havre de Grace Turnpike Road, which was chartered in 1814. Also called the Twelve Mile House as shown on the 1850 map by Sidney and the Jacob Gerst's Tavern as shown on 1877 atlas plate. Dimensions given in 1918 tax ledger 16 x 48 feet. Frame house with full-width porches and brown shingle covering as shown in 1970 photos. Repairs and restoration undertaken in 1978 have removed some of the porches and covered the shingles with clap-boarding or siding in yellow or cream color. Earlier reports estimated age at 1795, although it is not found in <u>Traveler's Directory</u> of 1804. Owner: Roger Mainster. Note: Mrs. Gambrill of White Marsh believed that this house dated to 1795 and existed before the turnpike was laid out.

* Street numbers are for Philadelphia Road.

Appendix C

DEFINITION OF HIGHWAY FUNCTIONAL CLASSIFICATION SYSTEMS FOR URBAN AREAS

The hierarchy of roads making up the functional systems for urban areas consists of principal arterials, minor arterial streets, collector streets, and local streets. These four functional systems are defined below.

1. Urban principal arterial system. The urban principal arterial system serves the major centers of activity of urbanized areas, the highest traffic volume corridors, and the longest trip desires, and carries a high proportion of the total urban area travel on a minimum of mileage..

The urban principal arterial system carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, or between major suburban centers, is served by this class of facility. Frequently, the principal arterial system carries important intraurban as well as intercity bus routes.

Because of the nature of the travel served by the urban principal arterial system, all fully and partially controlled access facilities are usually part of this functional class. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the system is stratified as follows: (1) interstate, (2) other freeways and expressways, and (3) other principal arterials (with partial or no control of access).

For urban principal arterials, service to abutting land is subordinate to the provision of travel service to major traffic movements. Only facilities within the subclass of other principal arterials are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this class of roads.

APPENDIX C (continued)

2. Urban minor arterial street system. The urban minor arterial street system interconnects with and augments the urban principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The urban minor arterial street system includes all arterials not classified as principal. This system places more emphasis on land access than the higher system and offers a lower level of traffic mobility. Such a facility may carry local bus routes and provide intracommunity continuity, but ideally does not penetrate identifiable neighborhoods.

3. Urban collector street system. The urban collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. The collector street system may also carry local bus routes.

4. Urban local street system. The urban local street system comprises all facilities not in one of the higher systems. It serves primarily to provide direct access to abutting land and connections to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

SOURCES:

American Association of State Highway and Transportation Officials. A Policy on Geometric Design of Highways and Streets. 1984.

U.S. Department of Transportation. Federal Highway Administration. Highway Functional Classification. March 1989.

Appendix D

ISSUES RAISED BY CITIZENS PRIOR TO THE PREPARATION OF PRELIMINARY STAFF RECOMMENDATIONS

Land Use Issues

1. Protect stable residential areas from commercial/ industrial development.
2. Restrict the development of high density housing (particularly apartments).
3. Need high quality (not subsidized) housing for the elderly.
4. Limit the development of strip shopping centers.
5. Do not permit gas stations in the corridor (especially along Philadelphia Road).
6. Limit heavy industry along Philadelphia Road.
7. Do not permit truck or warehouse terminals and UPS or similar delivery service facilities within the study area unless all commercial vehicles access directly to Pulaski Highway or Yellow Brick Road.
8. Leave vacant land undeveloped.
9. Need to protect residential properties located in areas zoned industrial.
10. Need to protect residents of the Whip Poor Will Mobilehome Park from being displaced.
11. The Lennings Avenue corridor should be rezoned R.O. to be consistent with the continuation of this zoning from Franklin Square Hospital to Philadelphia Road.
12. Do not zone any additional land for heavy or medium-to-light industry.
13. This area at one time was a desirable residential section of Baltimore County. Lack of proper planning and permitting residences to be zoned commercial and allowing heavy commercial in our area has turned this area into a dirty, noise polluted, dangerous and traffic congested disaster.

APPENDIX D (continued)

Transportation Issues

1. Establish commuter rail service using the CSX line and provide a connection to White Marsh Mall.
2. Extend Yellow Brick Road to future Campbell Boulevard.
3. Plans for future expansion of the Umberly Trucking Company should provide for vehicular access to the rear of their property.
4. Due to weight restrictions, fire engines cannot cross the railroad bridge on Middle River Road. This situation prevents a nearby fire station in Middle River from serving the corridor, and consequently, the Kings Court-Barrington-Canterbury area must be served by the second closest fire stations (Cowenton and Golden Ring).
5. Due to weight restrictions, fire engines cannot cross the railroad bridge on Mohrs Lane.
6. Emergency vehicle access between Philadelphia Road and White Marsh Boulevard is desired by the Cowenton Fire Company, and the fire and police departments of Baltimore County.
7. The segment of Philadelphia Road located between Nottingham Village and future Campbell Boulevard is prone to flooding during heavy rains. When flooded, the portion of the study area lying to the south is inaccessible to the Cowenton Fire Company. In addition, there are a few homes located within the flood-prone area that are inaccessible in the event of an emergency when flooding occurs.
8. Philadelphia Road is a two-lane road with narrow shoulders or no shoulders in many places. In order to facilitate the movement of emergency vehicles, the Cowenton Fire Company wants the road to be widened to provide either a center turn lane or adequate shoulders throughout the corridor.
9. The segment of Philadelphia Road located about midway between White Marsh Boulevard and Cowenton Avenue (near Nelson Block Company) is a high accident area due to the poor vertical and horizontal alignment of the road.

APPENDIX D (continued)

10. The Philadelphia Road and Cowenton Avenue/Ebenezer Road intersection is a very dangerous area for motorists. This is an offset intersection and there is poor visibility looking south on Philadelphia Road from Ebenezer Road because of trees and the poor vertical and horizontal alignment of Philadelphia Road. In addition, traffic on Ebenezer Road approaching Philadelphia Road frequently backs up beyond the Cowenton Fire Company. This creates a problem when emergency vehicles must exit the fire station and travel on Ebenezer Road in the wrong lane to reach Philadelphia Road. Consideration should be given to eliminating the misalignment of Cowenton Avenue/Ebenezer Road and installing a traffic light.
11. Consider extending Franklin Square Drive northward to Harford County.
12. Limit heavy trucks and commercial traffic on Philadelphia Road.
13. At I-95, consider connecting the two segments of Silver Spring Road in order to facilitate east-west movement of traffic.
14. Prohibit commercial traffic on King Avenue.
15. Traffic on Philadelphia Road is horrendous:
 - Speeding is a problem.
 - Trucks are a problem. Too many trucks. Trucks are noisy (no mufflers). Many trucks are overweight. Trucks rattle houses causing structural damage. They cause extensive deterioration of Philadelphia Road. They disturb residents, especially at night when trying to sleep. They pollute the atmosphere. Should restrict truck traffic. They should use Pulaski Highway instead of Philadelphia Road. They should be stopped from operating all night long.
 - Automobile traffic has increased in last two years.
 - More police service is needed to stop traffic problems.
16. Road improvements should precede development.
17. Widen Philadelphia Road to three lanes (including center turn lane).

APPENDIX D (continued)

18. Provide curbs and sidewalks along Philadelphia Road, especially near shopping areas.
19. If going to dump Campbell Boulevard traffic onto Philadelphia Road need to improve Philadelphia Road.
20. Mohrs Lane Bridge is inadequate (only 1 lane).
21. Do not widen Philadelphia Road because this would put more traffic on this road. Widen Pulaski Highway instead.
22. Straighten the segment of Philadelphia Road at Mayflower Road nicknamed "Devil's Elbow."
23. Philadelphia Road should be widened now to compensate for existing and future traffic before it becomes a major traffic horror such as Belair Road and Ritchie Highway.
24. Install additional traffic lights on Philadelphia Road, especially at Cowenton/Ebenezer Road and relocate part of this dangerous intersection.
25. North of Middle River Road, the alignment of future Yellow Brick Road should be located along the right-of-way for the CSX Railroad.
26. An 80-foot ultimate right-of-way width for Philadelphia Road is excessive.

Other Issues

1. Require minimum setback of 300 feet for commercial/industrial development along Philadelphia Road and require effective landscaping and screening.
2. Enact stricter regulations for business signs and make the regulations retroactive.
3. Prohibit portable signs, signs that protrude from buildings, and billboards.
4. Provide sufficient community facilities and services (i.e., fire, police, education, health, parks, and recreation).

APPENDIX D (continued)

5. Enact stricter regulations on the placement and appearance of business fences, and make the regulations retroactive.
6. Place limitations on the clearing of trees from land bordering Philadelphia Road.
7. Vigorously enforce storm water management regulations and do not grant any waivers.
8. Establish a berm planted with pine trees along I-95 to provide a natural barrier between the highway and proposed development on adjacent land.
9. The Cowenton Fire Company is not notified of proposed development projects within its service area. The fire company would like as much advance notice of future development as is possible so that it can effectively plan and prepare for its arrival.
10. Upgrade inadequate culverts under Philadelphia Road.
11. Philadelphia Road does not drain property (water pools).
12. Noise pollution is caused by the Maryland National Guard jets and other planes taking off and landing at Martin State Airport.